



City of Seattle

Department of Planning and Development

D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3014889

Applicant Name: Moon Zhang with Playhouse Design Group

Address of Proposal: 717 M. L. King Jr. Way South

SUMMARY OF PROPOSED ACTION

Land Use Application to allow six single family residences. Parking for six vehicles to be provided within structures.

The following approval is required:

SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05).

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS
☒ DNS with conditions
☐ DNS involving non-exempt grading or demolition or
involving another agency with jurisdiction.

BACKGROUND INFORMATION

Site and Vicinity Description

This approximately 9,988.5 square foot (sq. ft.) proposal site is a rectangular lot bounded by M. L. King Jr. Way South to the east, and residentially zoned sites to the north, south and west. The site is zoned Lowrise 1 (LR1) and is vacant property.

M. L. King Jr. Way South is an improved street with curbs, sidewalks, street trees and gutters abutting the subject site. M. L. King Jr. Way South is classified as a minor arterial street, pursuant to SMC Chapter 23.53.

The topography of the site slopes gently downward from northeast to southwest. Existing vegetation consists of grass, shrubs and mature trees. The subject site is not located within any identified or designated Environmentally Critical Areas (ECAs).

Surrounding property south, north and west of the proposal site is also zoned LR1. Single Family 5000 (SF 5000) zoning is east of the subject property. Existing development in the vicinity of the proposal consists of a variety of residential structures (townhouse, apartments, and single-family structures) varying in age and architectural style.

Proposal Description

The proposed project involves the creation of a residential development comprised of six three-story single family residences. One parking space for each unit (six parking spaces total) will be provided onsite within each residence. Vehicular access to the proposed parking spaces will occur via a driveway from M. L. King Jr. Way South.

Construction of the buildings necessitates the removal of a mature tree. Landscaping enhancements inclusive of trees, street trees, plantings, shrubs, and groundcover are also proposed. Site improvements including pedestrian pathways are included with this proposal.

The applicant has submitted applications to construct the single family residential buildings (#6356418, #6363267, and #6363268). It is anticipated by the applicant that future development activity at the subject site will include the creation of individual unit lots (Unit Lot Subdivision).

Public Comment

The public comment period for this project ended April 10, 2013. DPD received no written comments regarding this proposal.

SEPA ANALYSIS

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated March 13, 2013. The information in the checklist, supplemental information and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between the City's codes, policies and environmental review. The Overview Policy states, in part: *"Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation"* subject to some limitations. It may be appropriate to deny or mitigate a project based on adverse environmental impacts in certain circumstances as discussed in SMC 25.05.665 D1-7. In consideration of these policies, a more detailed discussion of some of the potential impacts is appropriate.

Short - term Impacts

The following temporary or construction-related activities on this site could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from

construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, increased consumption of renewable and non-renewable resources, and a small increase in traffic and parking impacts due to construction-related vehicles.

Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Code, the Grading Code, the Street Use Ordinance, and the Building Code. Compliance with these and other applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. Further discussion of short-term construction related impacts follows.

Noise

The site is an interior lot that abuts one street- M. L. King Jr. Way South. Residential properties are situated north, south, east and west of the project site. No existing noise sources are identified. Construction vehicular traffic is cited as a possible short-term noise source.

Short-term noise and vibration from construction equipment and construction activity (e.g., backhoes, trucks, concrete mixers, generators, pneumatic hand tools, engine noise, back-up alarms, etc.); demolition of the existing structures; and construction vehicles entering and exiting the site would occur as a result of construction and construction-related traffic. Compliance with the Noise Ordinance (SMC 25.08) is required.

Although compliance with the Noise Ordinance is required, due to the proximity of the project site to nearby residential uses, additional measures to mitigate the anticipated noise impacts may be necessary. The SEPA Policies at SMC 25.05.675.B and 25.05.665 allow the Director to require additional mitigating measures to further address adverse noise impacts during construction. Pursuant to these policies, it is the Department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is warranted on this site. Therefore, as a condition of approval, construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7:00 a.m. to 6:00 p.m. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9:00 a.m. and 6:00 p.m. once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

Construction activities outside the above-stated restrictions may be authorized by the Land Use Planner when necessitated by unforeseen construction, safety, or street-use related situations. Requests for extended construction hours or weekend days must be submitted to the Land Use Planner at least three days in advance of the requested dates in order to allow DPD to evaluate the request.

Air Quality

Construction of the single family residences will result in localized short-term increases in air particulates and carbon monoxide which could temporarily affect the quality in the vicinity. Construction activities that would contribute to these impacts include excavation, grading, soil compaction, and operation of heavy trucks and smaller equipment (i.e., generators and

compressors). Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust. In addition, compliance with the Puget Sound Clean Air Agency regulations requires activities which produce airborne materials or other pollutant elements to be contained with temporary enclosure. Other potential sources of dust would be soil blowing from uncovered dump trucks and soil carried out of the construction area by vehicle frames and tires; this soil could be deposited on adjacent streets and become airborne.

There is no indication of unusual short term adverse impacts. Current codes are adequate to provide mitigation and pursuant to the Overview Policy (SMC Section 25.05.665) and Air Quality Policy (SMC Section 25.05.675A). Therefore, no further mitigation is warranted.

Construction-Related Streets, Parking and Pedestrian Circulation

Construction activities will necessitate occasional closures of adjacent roadways and sidewalks. Minor grading (excavation and export of approximately 150 cubic yards of soil) is proposed. This material would be trucked from the site. Construction vehicles would enter the project site from a temporary construction entrance situated along M. L. King Jr. Way South.

Construction of the project is proposed to last for several months. The demand for parking by construction workers during construction is not anticipated to reduce the supply of parking in the vicinity. Per the applicant, parking demand for construction workers will be accommodated and managed onsite.

It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety, and/or character of a neighborhood or surrounding areas (25.05.675 R). The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle Department of Transportation (SDOT). Parking demand for construction personnel has been adequately addressed. Therefore, no further mitigation will be required.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacturing of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from the project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Long - term Impacts

Potential long-term or use-related impacts anticipated by this proposal include: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased ambient noise associated with increased human activity and vehicular movement;

minor increase in light and glare from exterior lighting and from vehicle traffic (headlights); increased traffic and parking demand due to residents and visitors; increased airborne emissions resulting from additional traffic; increased demand on public services and utilities; and increased energy consumption.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater Code and Grading Code which requires onsite collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. However, due to the size and location of this proposal, parking impacts and greenhouse gas emissions warrant further analysis.

Parking

The proposal site is situated within a Frequent Transit Service Corridor. The submitted Master Use Permit (MUP) plans indicate six parking spaces are provided. Based on current City experience with multifamily housing demand, it is expected that this project will generate a residential parking demand of approximately one space per unit. Using this multiplier, the estimated parking demand for six dwelling units would be six parking spaces. As a result of this calculation, no spillover parking is expected on the surrounding street system. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Summary

In conclusion, several effects on the environment would result from the proposed development. The conditions imposed at the end of this report are intended to mitigate specific impacts identified in the foregoing analysis, to control impacts not adequately regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible

department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

SEPA CONDITION

During Construction

1. In order to further mitigate the noise impacts during construction, the hours of construction activity (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays between the hours of 7:00 a.m. to 6:00 p.m. and non-holiday weekends from 9:00 a.m. to 6:00 p.m. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9:00 a.m. and 6:00 p.m. once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition. This condition may be modified by DPD when necessitated by unforeseen construction, safety, or street-use related situations. Requests for extended construction hours or weekend days must be submitted to the Land Use Planner (Tami Garrett) at least three days in advance of the requested dates in order to allow DPD to evaluate the request.

Signature: _____ (signature on file) Date: August 29, 2013

Tami Garrett, Senior Land Use Planner
Department of Planning and Development

TG:bg

H:\SEPA\3014889 decision.docx